

MORE "L" MISERIES.

The Troublesome Transfers at Bridge and Navy Streets.

One Strap to Every Three Standing Passengers.

Exasperating Delays That Might Easily Be Avoided.

Prominent among the many causes of inconvenience and delay to which Brooklyn "L" road passengers are daily put is the complex transfer arrangement at the bridge and Navy street stations. The enormous method of changing from one line to another employed at these two stations is the bane of the Brooklyn resident's "L" road career.

Daily and hourly protests against the unnecessary waits and changes which take



place at these two stations are apparently unnoticed by the "L" company. This trouble and annoyance might be submitted to with a better grace if there was no remedy for the evil, but as there is, the long-suffering Brooklyn citizen becomes indignant.

With a little expenditure a bridge and platform could be erected from Navy street to Hudson avenue, so that instead of a passenger wishing to change from a Fifth avenue to a Hudson avenue train, the reverse making two changes and riding a distance of five blocks and return, he could accomplish the same result by one change and no unnecessary riding.

Passengers transferring at Grand and Myrtle avenues are not compelled to go through any such complicated procedure. It is bad enough in the middle of the day, when travel is light, for then ten or fifteen minutes may be consumed in making a change which could be made in two minutes, but in the evening, when the cars and platforms are crowded, the situation is aggravated.

In connection with the Union Company's roundabout methods of handling its passengers there is a complaint from people living in the East New York district and who cross the river by ferry and not the bridge, over what they consider unnecessary changes required to reach their destination. In consequence, there is a demand for through trains from the Fulton Ferry station to East New York.

"What we Brooklynites want," says a reader in a letter to THE EVENING WORLD, "are through trains from Fulton Ferry to East New York. The Fulton Ferry and East New York tracks become one at Navy street. At present we have the privilege of leaving a comfortable seat at Navy street to change cars and hang onto a strap the balance of the way, always provided we are able to get inside the cars at all."

The complaint seems to be a reasonable one. It would be a very easy matter to run trains direct from Fulton Ferry to East New York. The Fulton Ferry and East New York tracks become one at Navy street. At present we have the privilege of leaving a comfortable seat at Navy street to change cars and hang onto a strap the balance of the way, always provided we are able to get inside the cars at all."

As a rule the quantity of straps is not adequate to the needs of standing passengers. As a Brooklyn citizen puts it, "They are in luck who succeed in getting a half interest in a friendly strap."

About one strap to every three person is the supply on the Brooklyn "L" cars.

"As for seats," continues the citizen, "at St. Mark's avenue, no one ever hopes to get a seat. You know how dear a seat in a car is to a Brooklynite. We always long for the unobtainable."

Next to crowded and poorly equipped cars, as a source of worry, comes the erratic time-table, or rather unobservance of the time-table on the Brooklyn Elevated roads.

Irregularity in running time is one of the most noticeable features of this poor time-service. In this regard the Kings County line could make material improvement. It is not a very uncommon occurrence to wait sometimes fifteen minutes for a train on that line.

At the Brooklyn avenue station last Thursday morning there was a wait of ten minutes, during which a train did not pass in either direction. Intervals between trains vary all the way from two minutes to fifteen.

As to the Union lines, passengers on that road say that, although it has time-tables there is apparently no effort made to run trains according to them. It does not matter much during the day when trains are frequent, but it is during the late hours of the night that an irregular train-service causes annoyance.

Passengers on the Ridgewood line who have occasion to be out late much complain that the time-table on that line is a deception and unreliable.

A passenger whose business keeps him out until nearly 11 o'clock, the time announced for the last train, said he frequently reaches a station five or ten minutes before that hour, only to find his train has gone perhaps fifteen minutes before.

Complaints against Brooklyn "L" roads are coming in daily, they are as varied as the roads are numerous. THE EVENING WORLD will publish letters from Brooklyn residents who

Pocket Trains for Ridgewood.

In regard to the Ridgewood "L," I would say that it is the only line for those people who live up at "nannygoatville"—that is Ridgewood. In the morning after 6.30 until 9 o'clock, all are monopolized by them, and those that get on at Tompkins Nostrand and other stations have to pay exactly the same five cents for a ride that the people who do not live at the terminus of the road have to pay, but for something or nothing. How would it be if Martin would lay a middle track for a distance and run pocket trains, so that others besides "pocket trains" could start? This would be an immense relief to all concerned. As it is now trains are run—on to-day and the next one tomorrow, and this is not enough to carry all that want to ride.

JOHN WILK, JR., 150 Skillman st., Brooklyn.

Filthy Cars and Waiting Rooms.

I was so glad to read the article in regard to the filthiness of the L. road cars. I know that you will get a great deal of good out of the community and hope the owners of the two roads, viz., the Union and Kings County, will be wise enough to make their cars more

pleasant for the sake of those whom they

receive money from.

Now, another complaint I wish to make is the filthy condition of the waiting rooms at the bridge and Navy street stations. They are filthy, and the passengers are obliged to stand in the rain or sun, and the women in charge are obliged to sit in the same filthy waiting rooms. I have seen them sitting in the waiting rooms, and I have seen them sitting in the waiting rooms, and I have seen them sitting in the waiting rooms.

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KNOWS HIS JEWELS ARE SAFE.

Dr. Carroll's Burglar-Proof Vault in the Cellar.

Here He Keeps Hugh McLaughlin's Daughter's Wedding Presents.

Steps to Be Taken to Secure a New Municipal Building.

Brooklyn's Colored Scientist Vindicated by the Jury.

Notable Occurrences in the City of Churches.

Paragaphs That Photograph a Day's History.

Seven People Lose Their Lives in a Chicago Cyclone.

The First Instalment of Hints Printed To-Day.

A Gold Double Eagle for the Best Suggestion Made.

The Evening World has invited suggestions concerning the needs of Brooklyn. It has asked Brooklynites themselves to make these suggestions. The needs or improvements may concern the correction of municipal evils, the development of some portion of the community, the addition of new and attractive features or the enlargement of existing ones. Any plan for Brooklyn's moral, mental, physical or political life may be made the subject of treatment if it offers a field for the fault-finder and is susceptible of betterment or improvement. Suggestions printed below indicate the line of discovery that THE EVENING WORLD wants its Brooklyn readers to work along. There is variety of them, and they serve to show the kind of suggestions that this contest will call forth. Suggesters need not confine themselves to merely naming their improvement. Two hundred words space is allowed to each, and it would help to illumine the situation somewhat if writers would add a few lines of plan or of the reasons why the suggested improvement can best be accomplished. The suggestion that seems to be the most necessary, important or valuable to Brooklyn will be awarded a prize of a GOLD DOUBLE EAGLE. All communications must be addressed to BROOKLYN IMPROVEMENT EDITOR, THE EVENING WORLD, P. O. Box 2334.

The following suggestions were received yesterday:

A Brave Man Wanted.

WILLIAM HENKERT, 1332 Bergen street—The great need of Brooklyn is one brave man.

Clean Streets.

CHARLES D. YEABEAR, 595 McDonough street—The improvement needed in the city of Brooklyn is "clean streets."

New Excise Commissioners.

W. H. C.—Brooklyn needs new Excise Commissioners when such men as John Schlemmer and J. W. Cahill release such a place as Duffy's dive on Myrtle avenue.

Annexation.

THOMAS HILLMAN, Jr., 82 Wooster street—In my opinion the best improvement for Brooklyn would be to have Brooklyn add New York until under one municipal government.

Sewers for the Twenty-sixth Ward.

Mrs. B. K., 408 Belmont avenue—The Twenty-sixth Ward is a very important factor in our city. The two elevated roads lead to and terminate in this ward. We have far more people in this ward who purchase their homes through building societies and in the suburbs of the city than in any other ward. The industrial and saving people need sewers. This is the most important improvement Brooklyn can make.

Drill for the Children.

J. K., 408 Belmont avenue—I attended school in Ninth street, near Avenue C, New York, under Mr. Boyer, principal. Through special orders from our principal each class had to drill thirty minutes per day, the same almost as a company of soldiers. We learned to turn out on our toes, keep our bodies straight, throw out our chests, etc. The boy who marched best in each class received a medal. I was the best in my class. Let us have nearest to perfection. I notice many children in Brooklyn turn in their toes, and some of the teachers are not strict. Let us have the best drill in the city. Teaching children to drill is the most useful improvement for every father, mother and child in Brooklyn.

Lower Taxes on the Highlands.

R. T. CONY, Twenty-sixth Ward—I do not prize the gold as much as I would the desired improvement, and the need most desired now is a reduction of taxes. Nature has made it so that the Highlands are the most fertile view of the bay and consider the distance from his business and let him say whether he would like to see his property sold for 10 to 15 per cent. less, as much as New York City. Of course the city would lose the money, but it would be a great saving to the people. Let us have the best drill in the city. Teaching children to drill is the most useful improvement for every father, mother and child in Brooklyn.

Several Suggestions.

J. A. CAYTON, 591 Carroll street—Let us have our ashes and garbage collected every day instead of once a week. Tear down that old wooden picket fence around Prospect Park and make it look as if there was some one there. Let us have the city of Brooklyn have a better view of the bay and consider the distance from his business and let him say whether he would like to see his property sold for 10 to 15 per cent. less, as much as New York City. Of course the city would lose the money, but it would be a great saving to the people. Let us have the best drill in the city. Teaching children to drill is the most useful improvement for every father, mother and child in Brooklyn.

A Full Page of REAL ESTATE NEWS in the Sunday World To-Morrow.

BIGAMIST TAYLOR IN COURT.

A Motion to Release Him on Habeas Corpus Heard by Judge Trux.

James Taylor, alias Franklin Brown, who was arrested a few days ago upon a charge of bigamy and held by Police Judge Duffy to await requisition papers from Boston, was in Supreme Court chambers to-day upon a writ of habeas corpus, when his counsel, James W. McLaughlin, argued for his discharge.

Taylor married Hattie S. Gwynn, of Boston, on Dec. 1, last, although on Oct. 11, 1891, he was married to Alice C. Gwynn, of this city. The latter was present in court, an interested spectator of the proceedings. Judge Trux reserved decision.

BLAZE IN MASONIC TEMPLE.

Shoppers Crowd the "L" Platform to See It Put Out.

About 10 o'clock this morning a fire broke out in the masonic story of the Masonic temple, corner of Ninth avenue and Twenty-third street.

Flames burst out on the sixth avenue side of the building and threatened to spread to the adjoining St. Omer Hotel.

Crowds of people snatching on Twenty-third street looked to witness the sight. However, the fire engines were promptly on hand, and in a short while put out the flames.

The fire is supposed to have started near the elevator shaft, the cause of it being unknown. The damage is estimated at \$500.

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